

LATE TELEGRAMS.

The following telegrams are from the *Times* of London, 1st April.

THE GOVERNMENT EDUCATION BILL.
London, 1st April.

In the House of Commons last night Sir John Gorst introduced the new Education Bill, the main features of which are increased aid to voluntary schools and the provision of separate religious instruction if required.

SOUTH AFRICA.

Albany, 28th March.
The London special correspondent of the *Press* writes that the situation there is of a most alarming character. President Kruger is said to have concluded a new offensive and defensive alliance with the Orange Free State and the Boers there and also those of Cape Colony are actively arming. Numerous German colonists are enlisting in the Transvaal police and artillery. General Leyds is accused of spending the secret service money in recruiting German immigrants to settle in the Transvaal.

The anxiety regarding the position has been intensified by the receipt of worse news from Bulawayo. The Matabelo revolt is spreading. Mr. Selous' farm has been raided and the Company's stations are being rapidly put in a state of defence. There seems to be a growing suspicion that an Indian contingent will be required for Africa.

THIBETAN FRONTIER QUESTION.

Albany, 29th March.
The Government of India have decided to take steps to secure a friendly conference with the Thibetan authorities in order to obtain an exact idea of their views regarding the frontier. Mr. Claude White, British Agent in Thibet, will probably be despatched to meet any representatives that the Lamas may send down from Lhasa to discuss the matter. An effort will at the same time be made to arrange for the existing trade convention being renewed or served.

HORRIBLE MURDER.

Calcutta, 1st April.
A horrible murder has been committed here. A Mahomedan, with two young and pretty wives owing to a family quarrel, murdered one of them by cutting the throat with a razor. To cover the crime he threw up the body in a small basket, sealed it in a gunny bag, which he threw into the river. Suspicion was raised and the murderer on being arrested confessed the crime.

THE JAPANESE IN HAWAII.

Mr. T. J. Byrnes, a member of the Queen'sland Ministry, who recently visited Hawaii, on his return gave an interview to the *Sydney Morning Herald*, in the course of which he said—

"I consider that one of the future problems of Hawaii is the presence of the Japanese there. There are more than 35,000 there who are principally men, and many of them have been trained in the army. There are about 40,000 Hawaiians and half-castes, about 13,000 Portuguese, about the same number of Chinese, and the remainder of the population, which is only a very small part of it, consists of Americans and Europeans. With the Japanese left out of the government of the country, the Japanese would be the largest element there, and they have demanded the franchise. I do not see how the Republic of Hawaii, if it lasts in its present form, can refuse it to them. They are intelligent and industrious, and they have gone there to stay. The mercantile Government might be justified in continuing to treat them as aliens, but the mercantile Government, in the place of continuing the same course, will probably refuse the franchise to the Japanese who are settlers there when they base their institutions on the American system, which absolutely gave the franchise to American negro slaves? If the Japanese get the franchise they will rule the islands, and the Hawaiian group will really become a dependency of Japan. That is why I say to any responsible man that he had better not do anything for America and England, because the result would be a large Japanese settlement, comparatively close to America, and right between Canada—that is, the Western States of Canada—and our own country. To that extent Australia is very much interested in the country. We are building up a trade with Canada and the route to that country is going to be a highway of considerable traffic. Right on the road lie the islands."

IN DEFENCE OF THE HORSE.

The horse and the motor have entered the lists in a contest for supremacy. Both in Europe and in this country the horseless or automobile vehicles are announced as the coming means of locomotion, not only in cities, but in rural localities. And the revolution, as its proponents assure us, will work a change in present methods of transport, and enable the horseless farmer to further his fields with a more faultless plough operated by its own motor.

We shall see, also, motor-driven farm-waggons loaded with produce en route to market, the living horse left idle in his stall to die a natural death, while his successor, the mechanical horse, does his work and does it better, more cheaply, and more quickly. In the cities we are promised as sweeping a change in methods of transport as the street railways were to the horse cars and caused us to wonder why we had waited so long for so easy and satisfactory a means of covering long distances. We shall have motor-driven delivery-waggons, vans, drays, and express-waggons. Stage-coaches, also, and all other public conveyances will no longer rattle over the cobblestones to the clatter of hoofs, but will glide with a smoothness and quietness that will be a revelation to the world.

The British steamer *Norfolk*, from Bangkok, 9th April, experienced light variable winds and fine weather throughout.

The British steamer *Yunnan*, from Manila, 13th April, experienced light to moderate variable winds with smooth sea and fine weather till arrival.

The British steamer *Norfolk*, from Bangkok, 9th April, experienced light variable winds and fine weather throughout.

The British steamer *Norfolk*, from Singapore, 9th April, had light winds and fine weather.

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NOTICE TO CONSIGNEES

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES!

S.S. "SACHSEN".

THE above-named steamer having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Tressure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optimal Cargo will go to Shanghai unless notice to the contrary be given to-day, before noon.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, whence they will be examined on the 15th inst. at 3 p.m.

All Claims must reach us before the 10th inst. or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by MELCHERS & CO., Agents.

Hongkong, 10th March, 1896.

VESSELS ON THE BERTH

"RICKMERS" REGULAR LINE OF STEAMERS.

FOR MARSEILLES, BREMEN, AND HAMBURG.

Taking Care at through rates to RUD. SEA Ports, MEDITERRANEAN and BLACK SEA Ports.

THE Company's Steamship

"DOROTHEA RICKMERS".

Captain P. will be despatched as above to-day, the 17th inst.

For Freight apply to ARNHOLD, KARBERG & CO., Agents.

Hongkong, 11th April, 1896.

FOR EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at Port Darwin and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Charterd Steamship

"ORONO".

Captain Hancox will be despatched for the above Ports on or about to-day, the 17th inst.

For Freight or Passage apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 14th April, 1896.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"ARRATOON APAR".

Captain J. R. Hansen, will be despatched for the above port to-MORROW, the 18th inst., at DAYLIGHT.

For Freight or Passage apply to DAVID SASSOON SONS & CO., Agents.

Hongkong, 14th April, 1896.

FOR CHINA, SINGAPORE, MARITIMES, AND MANILA.

THE Steamship

"WHAMPOA".

Captain Newcombe, will be despatched to-MORROW, the 18th inst., at DAYLIGHT.

For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th April, 1896.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo and Passengers through rates to NINGPO, CHEFOO, NEWCHIANG, TIENTSIN, HANKOW, and Ports on the YANGTZE.)

THE Company's Steamship

"TELAMON".

Captain Purdy, will be despatched as above to-MORROW, the 18th inst.

For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th April, 1896.

STEAMSHIP "SYDNEY."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNERS of Cargo from London, or S.S. "Orlega", from Bordeaux and S.S. "Ville de Dunkerque" in connection with above Steamer, are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optimal Cargo will be forwarded on unless intimation is received from the Consignees before NOON To-DAY, the 14th inst., requesting it to be landed here.

Bills of Lading will be countersigned by DODWELL, CAILLILL & CO., Agents.

Hongkong, 11th April, 1896.

STEAMSHIP "COMPAGNIE DES MESSAGERIES MARITIMES."

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